upper side).

#### LITERATURE.

EVIEW OF NEW BOOKS.

-From J. B. Lippincott & Co. we have recived "Aspasia," by C. Holland. It is not leasant to speak in any other than terms of raise of a literary work that is evidently witten with sincerity, and it is especially undeasant to condemn one that is designed to o good. It is very much to be regretted, owever, that very many, if not the majority, f persons who undertake to write moral and eligious stories have not the very first qualications for the task. There is no department literature that is more important han this, that requires more disrimination, tact, delicacy, and arstic feeling than this, and yet there is one that is more abused by the efforts of riters who have not a particle of literary alent. It is impossible for a conscientions eviewer to accept the good intentions of such riters as the author of this work in extenuaon of their obvious shortcomings; and in new of the immense number of books that re annually put before the public which are oteworthy only for godliness combined with ntense dullness, it is a positive duty to speak lainly against them. Such works, we regret o say, have the effect of bringing religion ato contempt with the very class of readrs that they wish to serve; and may be set down as an nvariable rule, that religious stories ought ot to be written at all if they cannot rise bove a dull mediocrity. The work before s is in the form of an autobiography, and he author has apparently woven into her

-Claxton, Remsen & Haffelfinger send us Harper's Hand-book for Travellers in Euope and the East," by W. Pembroke Fetdge. This is the seventh year that this uide-book has been published, and its great opularity with tourists is an evidence of its prrectness and the practical utility of its inrmation. It presents in a compact form that could otherwise only be gathered from dozen volumes, and it contains all the inforeation that intelligent tourists really need to ce all that is worth seeing in Europe and the last with economy and comfort. Care is aken to make corrections up to the latest noment, and the editor resides in Europe and evotes his time to collecting and digesting

arrative a great number of her own expe-

iences. We have said enough when we exress the opinion that from beginning to end

is a series of the flattest commonplaces, and

hat the literary style has all the crudities of school girl's first attempt at composition.

uch works had much better not be written

cts that will be useful to those who take the ook as a guide. The "Hand-book" is acompanied by a railroad map, corrected up The same house sends us "A Parser and

nalyzer for Beginners," by Francis A. March, rofessor of the English Language and Comarative Philology in Lafayette College. In his little manual Professor March has given introduction to the study of English gramar that ought to become immediately popur with teachers. The subject is set before e pupil in such a way that it is impossible r him not to understand it, and it is devepped in such a manner as to illustrate all the ain principles of grammar, and at the same me to stimulate both teachers and pupils. uch a system as this makes the study of rammar a healthy mental stimulant, and it bviates many of the difficulties with which achers have to contend with the usual nanuals on the subject now in use in our chools.

-T. B. Peterson & Brothers send us "Love nd Liberty," by Alexandre Dumas, This a story of the French Revolution, by the uthor of "Monte Cristo." It is highly poken of by the French critics, and it will oubtless find admiring readers here.

-From T. Ellwood Zell, Nos. 17 and 19 Sixth street, we have received numbers 37, 8, 89, and 40 of "Zell's Popular Encycloedia." which is brought down to the title Bolivia." This work sustains the reputation nat it obtained at the start, and when comleted it will be the cheapest and one of the ost useful encyclopedias ever published.

-From Turner Brothers & Co. we have recived Our Boys and Cirls, edited by liver Optic, for Saturday, August 14th.

-The admirers of Mr. William Morris will e pleased to hear that the completion of his Earthly Paradise" is announced. The entire ork will not be published until May, but it as been decided to issue the six stories benging to the autumn months about the middle of November. The hearty recogniion of Mr. Morris' genius on both sides of ne Atlantic is a gratifying sign to those who e interested in good literature, and it is to hoped that the success that has been chieved by his more elaborate works will enurage the publishers to give us an edition his minor poems. These first efforts conin many exquisite things, but for some rean they did not take when first issued. hey would be more likely to be read and ppreciated now that the author has made a ame for himself as one of the most gracenl and fascinating poets of the day.

### Foreign Riems.

There is a smart controversy going on just ow among the Freemasons in England. A rthy brother, having spent several years in stralia, has returned, announcing as the fruit his sojourn the discovery of various ancient esteries. The Babylonian and Greek ronomy are pronounced to have been orgaed by Freemasons, and the Assyrian monu-nts in the British Museum to be nothing but ustrations of the same great fact. The disverer, of course, has not been without the intenance of some of the more ignorant, is et by the contempt of the better informed ne of the Masons are, however, very indig ant at an attempt to represent that the key of meiform and hieroglyphic literature should be aimed to have been pleked up by chance and dden away as a Masonic secret; and they call the inventor to publish his contribution, if he ve any, to the stores of general knowledge, as

ey want no covert possession of it.

It is stated that the Jewish Theological Socty, comprising the most learned Rabbis in ermany, resolved at a recent sitting at Breslau prepare an encyclopædia of the Talmud, for

the purpose of facilitating and encouraging the study of that portion of their national literature, which was lately introduced to the notice of the public in this country with so much success, and

deserves to be better known.

—King Victor Emanuel has made Professor Frederick McCoy, Director of the Natural History Museum of Melbourne, South Australia, a Knight of his Royal Order of the "Crown of Inde"

Italy."

—A Creole, Mr. J. J. Thomas, of Trinidad, whose parents were both Africans, and who had passed most of his life among poor Creoles of his island, has published a very curious little book, 'The Theory and Practice of Creole Frammar." It took him more than three years to write, he says, when he was a Ward school teacher at a distant out-station, and could only work at night. The changes that French has undergone in its passage into Creole are ex-tremely odd. The verbs, for instance, are divided into two classes, all of them excepting some twenty being conjugated in the present and im-perfect indicative with ca, while the twenty of the second class do without that particle. Mosa on manger is I eat, roles on manger you cat; but moen aimen is I love, yeaux aimen, they love. Many verbs are much abbreviated; thus rouloir becomes vie, savoir save, while sa re-presents savoir when it means pouvoir, to be able. Some of the Creole proverbs are good, witness "Behind dog's back, It is 'dog' but pefore, it is mister dog:"-

# Deler chein, ce chein; Douvant chein. Ce "missler chein."

The indefinite article you looks like our Engish word, but we suppose that is the Creoic way

of pronouncing un,

On the 4th of July the first stone of the nausoleum to be built by the Sultan in Stambou over the grave of Fuad Pasha was hald with great ceremony. The tomb is to cost £5000, From the same place we learn that a well-known ingering place to sight-seers, the bridge of boats cross the Golden Horn, is likely to be replaced y an iron one. The throng of all nations passing over the bridge is a seene which has been

often recorded.
—Among many strange scenes taking place in that ever-changing city, Stamboul, we have to record the laying of the corner-stone of the Robert College at Roundli Hissari, on the Bosphorus, where Darius crossed to light with the Scythians and Mohammed to attack the Greeks. his college is chicfly under American auspices ut on this occasion, besides American diploma-ists, scholars, and missionanes, the English were represented. Following her Britannic Maesty's Chaplain, came a representative of the Greeks, speaking in Romaic, Hagop Effendi, au Armenian, chief of the Protest Civil Community or nation, a Bulgarian Protestant, and the Rev. Mr. Avedis, Protestant Pastor of Marash, who spoke in Turkish in favor of the new order of things. So far all was harmony; but another col-lege, the Lycce, opened by the Ottoman Governnent under the auspices of the French Ambus-ador, is in difficulties, as the Pope has threatned to excommunicate all its Roman Catholic

students. In such event it is gravely suggested that the Sultan, as Caliph of the Massulmans, shall excommunicate the Pope.

—An extraordinary account is given by the Levant Herald of the new English summer palace now in progress for the ambassador at Therapia, on the Hosphorus, in place of the late umble-down barrack. Our contemporary says ish mosque, and the rococo, and that the ex-pense is very great. It is to be hoped he does an injustice to this sample of English taste on those shores, though the remembrance of Baron Marochetti's monument at Scutari makes us

-The Russian National Museum at Sebastopol is to be opened on the 15th of next month by General Todleben, President of the institution. The collection of Russian and foreign objects is

The Wife Market in Russia. Sitting up all night with a couple of Russian ladies might or might not suggest the idea of telling you something of the marriage customs of this strange country. A French writer, whose name I forget, has truly said, 'The Russians are a nation of polite savages' -a remark that is not very apt, but it helps us toward a proper understanding of the social condition of the people. The rich are very rich; the poor are very poor. The nobles are courtly, polite, and as refined in manners as these of the same class in Germany; but the serfs, or those who belonged to the nobles, with the soil, before the emancipation, are rude and not half civilized,

Almost as soon as a girl is born, in the better ranks of society, her parents begin to prepare the dowry she must have when she goes to her husband; for this is indispensable in the eyes of any Russian young gentle-man who proposes to be married. She must furnish everything for an outfit in life, even to a dozen new shirts for her coming husband. I have heard of a lady of rank and wealth who had prepared a costly dowry of silks, linen, jewels, plate, etc., for her beloved daughter, who died as she came to twenty-six years old. The mother resolved to endow six girls with these riches, and actually advertised for them. A host of applicants came, and she selected six. None of them had lovers; but now they had a respectable dowry secured, each girl was speedily engaged, and with the husband. took the dowry, and paid the rich lady by promising to pray for the repose of her

daughter's soul. In no country is this arrangement of terms carried on with more caution and completeness than in Russia. The young man goes to the house of his proposed bride and counts over the dresses and examines the furniture, and sees to the whole with his own eyes, be fore he commits himself to the irrevocable bargain. In high life such things are conducted with more apparent delicacy, but the facts are ascertained with accuracy, the business being in the hands of a broker or a notary. The trousseau is exposed in public before the wedding day.

At Whitsunday there is a curious custom. which is gradually giving way with the advance of civilization. The young people of a neighborhood come together, and the girls stand in a row, like so many statues, draped, indeed, and not only draped, but dressed in their best and painted too; for the young ladies, and the older ones also, of this country use cosmetics freely, and a box of lady's paint s a very common present for a young man to make to the girl he likes. Behind the row of girls are their mothers. The young men having made known their choice, the terms are settled between the parents of the parties. The ladies in Russia are very anxious to marry, because they have no liberty before marriage. They are kept constantly under the maternal eye until they are given up to the husband, and then they take their own course, which is a round of gayety and dissipation, only regulated by their means of indulgence. The Greek Church, like the Roman, permits no divorce; but the Emperor, like the Pope, can grant special dispensations. The Greek priest can marry once, and if his wife dies he cannot marry again. No one in

-Bessle Bisbee, who has made some smart speeches for temale suffrage, has backslidden and abandoned the stump. The gentleman's name has not come to light.

—The Rev. S. M. Morse, of Springfield, Mass.,

Russia can be married more than three times.

has made a bet, and put up the money, that he can row blindfolded across the Connecticut, at

that city, and return. -Miss Braddon's mind has been seriously affected, and it has been necessary to keep her under constraint. She is now much better, but is not yet allowed to resume her pen.

RAILROAD LINES.

PHILADELPHIA, GERMANTOWN,
NORRISTOWN FRAILROAD,
TIME TABLE,
On and after MONDAY, May 3, 1869.
FOR GERMANTOWN.
Leave Philadelphia at 6, 7, 8, 905, 10, 11, 12 A. M.,
L, 2, 3, 4, 4, 4 38, 5 08, 5, 6, 6, 6, 7, 8, 9, 10, 11, 12 P. M.

P. M.
Leave Germantown at 6, 7, 714, 8, 8-20, 9, 10, 11, 12
A. M., 2, 2, 3, 4, 44, 5, 514, 6, 614, 7, 8, 9, 10, 11 P. M.
The 8-20 down train and 31/2 and 51/2 up trains will not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia at 9-15 A. M., 2, 4-95, 7, and 10 P. M. N. P. M. Leave Germantown at 8-15 A. M., 1, 3, 6, and 9%

P. M.

CHESNUT HILL RAILROAD.

Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3%, 63, 7, 9, and 11 P. M.

Leave Chesnut Hill at 7-10, 8, 9-40, 11-40 A. M., 1-40, 3-40, 5-40, 6-40, 8-40, and 10-40 P. M.

ON SUNDAYS.

Leave Philadelphia at 9-16 A. M., 2 and 7 P. M.

Leave Chesnut Hill at 7-50 A. M., 12-40, 5-40, and 9-20 P. M.

922 P. M. FOR CONSHOHOCKEN AND NORRISTOWN. Leave Philadelphia at 6, 75% 9, and 11 05 A. M., 19, 3, 4%, 5, 5%, 6%, 808, 10 08, and 11% P. M. Leave Norristown at 5-40, 6%, 7, 7%, 9, and 11 A. M., 1%, 8, 4%, 6%, 8 and 9% P. M. The 7% A. M. train from Norristown will not stop at Mogeo's, Potts' Landing, Domino, or Schur's land

inne.
The 5 P. M. train from Philiadelphia will stop only at School lane, Manayunk, and Conshohocken.
ON SUNDAYS
Leave Philadelphia at 9 A. M., 2%, 4, and 7%

Leave Philadelphia at 9 A. M., 2%, 4, and 7% P. M. Leave Norristown at 7 A. M., 1, 5%, and 9 P. M. FUR MANAYUNK.

Leave Philadelphia at 6, 7%, 9, and 11:05 A. M., 136, 3, 4%, 5, 5%, 6%, 8:06, 10:05 and 11% P. M. Leave Manayunk at 0:10, 7, 7%, 8:10, 9%, and 11% A. M., 2, 3%, 5, 0%, 8:30, and 10 P. M. The 5 P. M. train from Philadelphia will stop only at School lane and Manayunk.

ON SUNDAYS.

Leave Philadelphia at 9 A. M., 2%, 4, and 7% P. M. Leave Manayunk at 7% A. M., 1%, 6, and 9% P. M.

W. S. WILSON, General Superintendent, Depot, NINTH and GREEN Streets.

Depot, NINTH and GREEN Streets.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAHLROAD.—TIME TABLE—Commmencing MONDAY, May 10, 1899.—Trains will leave Depot corner Broad street and Washington avenue as follows:—Way Mail Trainat \$30 A. M. (sundays excepted), for Baltimore, storping at all regular stations. Contecting with Delaware Railroad at Wilmington for Crisfield and intermediate stations.

Express Train at 12 M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-ie-Grace. Connects at Wilmington with train for New Castle.

Express Train at 400 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Ches-

Express Train at 4-90 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North East, Charlestown, Perrywille, Havre-de-Grace, Aberdeen, Perryman's, Edgowood, Magnolia, Chase's, and Stemmer's Run.

Night Express at 11-30 P. M. (dally), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newark, Elkton, North-East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

Elkton, North-East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

Passengers for Fortress Monroe and Norfolk will take the 12:00 M. train.

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 11:00 A. M., 2:30, 5:00, and 7:00 P. M. The 5:00 P M. Train connects with Delaware Bailroad for Harrington and intermediate Stations.

Delaware Bailroad for Harrington and intermediate Stations.

Leave Wilmington 6 39 and 8 10 A. M., 1 30, 4 15, and 7 00 P. M. The 8 10 A. M. Train will not stop between Chester and Philadelphia. The 7 P. M. Train from Wilmington runs daily; all other Accommodation Trains Sundays excepted.

From Baltimore to Philadelphia.—Leave Baitlmore 7 25 A. M., Way Mail; 9 35 A. M., Express; 235 P. M., Express; 7 25 P. M., Express.

SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 7 25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North-East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

mont, Linwood, and Chester.

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD TRAINS.

Stopping at all stations on Chester Creek and Philadelphia and Baltimore Central Railroad.

Leave l'hiladelphia for Port Deposit (Sundays excepted) at 700 A. M., and 4 35 P. M. Leave Philadelphia for Chadd's Ford at 7-00 P. M.

The 7-00 A. M. Train will stop at all stations between Philadelphia and Lamokin.

A Freight Train, with Passenger Car attached, will leave Philadelphia daily (except Sundays) at 130 P. M., running to Oxford.

130 P. M., running to Oxford.

Leave Fort Depesit for Philadelphia (Sundays excepted) at 5 40 A. M., 9 25 A. M., and 2 30 P. M.

Leave Chadd's Ford for Philadelphia at 6 15 A. M. A Sunday Train will leave Philadelphia at 6:16 A. M. A Sunday Train will leave Philadelphia at 8:00 A. M. for West Grove and Intermediate stations, Returning, will leave West Grove at 4:30 P. M. Trains leaving Wilmington at 6:30 A. M. and 4:15 P. M. will connect at Lamokin Junction with the 7:00 A. M. and 4:30 P. M. trains for Baltimore Central Philosoph

tral Railroad.

Through tickets to all points West, South, and Southwest may be procured at Ticket Office, No. 828 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggare checked at their residence by the Union Transfer Company.

H. F. KENNEY, Superintendent. tral Railroad. FOR CAPE MAY, VIA WEST JERSEY RAIL-

ROAD. COMMENCING THURSDAY, JULY 1, 1869. Leave Philadelphia, foot of Market street, as fol-

lows:—
10ws:—
10 Cape May Freight leaves Camden daily at 9 20

RETURNING, TRAINS LEAVE CAPE MAY, 6:30 A. M., Morning Mail, due 10:05 A. M., 9:00 A. M., Fast Express (commencing on Mon-day, July 5), due 12:07.

day, July 5), due 12-07.
5-60 P. M., Passenger, due 8-22 P. M.
Sunday Mail Train leaves Cape May at 5-10 P. M.
Cape May Freight Train leaves daily at 6-40 A. M.
TICKETS.
Annual Tickets, \$100; Quarterly Tickets, \$50; to be had only of the Treasurer, at Camden. 20 Cou-pon Tickets, \$40; 10 Coupons, \$25. Excursion Tickets, \$6, for sale at the ticket offices, No. 323 Chesnut street, foot of Market street, also at Camden and Cape May.

For Millville, Vineland, Bridgeton, Salem, and intermediate stations, leave Philadelphia at 8-00 A. Bt., mail, and 6-30 P. M., passenger.

An accommodation train for Woodbury, Mantua, Barnstore, and Glassbore leaves Philadelphia

sily at 6 00 P. M. Returning, leaves Glassboro at 30A. M. Commutation books of 100 checks each, at reduced rates, between Philadelphia and all sta-

PREIGHT TRAINS LEAVE CAMDEN For Cape May, Miliville, Vineland, etc., etc., 20 A. M. For Bridgeton, Salem, and way stations, 12:00 Freight received at first covered wharf below

Walnut street.
Freight delivery, No. 228 S. Delaware avenue.
7 1 WM, J. SEWELL, Sup't W. J. R. R. CHORTEST ROUTE TO THE SEA SHORE.

CAMDEN AND ATLANTIC RAILROAD SUMMER ARRANGEMENT.
THROUGH TO ATLANTIC CITY IN 134
HOURS.
TAKES EFFECT JULY 1, 1889.
Through trains leave Vine Street Ferry as follows:

1	Mail
	Freight (with passenger car) 9.45 A. M.
	EXDress, through in 194 hours
	Atlantic Accommodation 4.15 P. M.
	LEAVE ATLANTIC CITY.
	Atlantic Accommodation 6-06 A. M.
	Express, through in 1% hours
	Mall4'17 P. M.
	Special Excursion 540 D M
	PUBLISHED DESCRIPTION TO STREET AND SECURIOR SECTION ASSESSMENT
	Will leave Vine Street Ferry every Saturday of 9-00
	P. M.; returning, leave Atlantic City on Monday at
	9.40 A. M.
	Local trains leave Vine street:-
	Atea Accommodation
	Hammonton do
	Returning, leave
	Atco
	Haddonfield 245 P. M.
	Hammonton SUNDAY MAIL TRAIN 5'40 A. M.
	Leaves Vine street8.00 A. M
	Leaves Atlantic
Ē,	good for the day and train on which they are is-
	Bonne in the case and and the the

Additional ticket offices have been located in the reading rooms of the Merchants' and Continental Hotels, also at No. 30 S. Fifth street.

6 29

D. H. MUNDY, Agent.

RAILROAD LINES.

RAILROAD LINES.

1869. FUR NEW YORK. THE CAMDEN AND TRENTON RAILROAD COMPANIES LINES FROM PHILADELPHIA TO NEW YORK, AND WAY PLACES.

PROM WALNUT STREET WHARF.

At 6:30 A. B., via Camden and Amboy Accom, \$2:25 At 8 A. M., via Camden and Amboy Express... 3:00 At 2 P. M., via Camden and Amboy Express... 3:00 At 6:20 and 8 A. M. and 2 P. BL, for Freehold.

At 8 A. M. and 2 P. M. for Long Branch and points on R. and D. B. if. R.

At 8 and 10 A. M., 12 M., 2, 3:30 and 4:30 P. M., for Trepton.

Trenton.
At 6:30, 8, and 10 A. M., 12 M., 2, 3:30, 4:30, 6, 7, and 11:30 P. M. for Bordentown, Florence, Burlington, At 6:30 and 10 A. M., 12 M., 2:30, 4:30, 6, 7, and 11:30 P. M. for Edgewater, Riverside, Riverton, Palmyra, and Fish House, and 2 P. M. for Riverton. The 11:30 P. M. line leaves Market Street Forry

PROM KENSINGTON DEPOT. At 11 A. M., via Kensington and Jersey City, New York Express Line. Fare, \$3. At 7:30 and 11 A. M., 2:30, 3:30, and 5 P. M. for Trenton and Bristol, and at 10:15 A. M. and 6 P. M. for Bristol.
At 7:30 and 11 A. M., 2:30 and 5 P. M. for Morrisville and Tullytown.

At 8:30 and 10:15 A. M., and 2:30, 5, and 6 P. M. for Schenck's and Eddington.

At 7:30 and 10:15 A. M., 2:30, 4, 5, and 6 P. M. for Cornwell's, Torresdale, Holmesburg, Tacony, Wissing ming, Bridesburg, and Frankford, and at 8 P. M. for Identifications.

M. for Holmesburg and intermediate stations.

PROM WEST PHILADELPHIA DEPOT,
Via Connecting Railway.

At 9:30 A. M., 1:20, 4, 6:45, and 12 P. M. New York

Express Lines, via Jersey City. Fare, 43:25,

At 11:30 P. M., Emigrant Line. Fare, 82.

At 9:30 A. M., 1:20, 4, 6:45, and 12 P. M. for Trentop.

ton. At 9:30 A. M., 4, 6:45, and 12 P. M. for Bristol. At 12 P. M. (Night), for Morrisville, Tullytown, Schenck's, Eddington, Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford. The 9:30 A. M., 8:45 and 12 P. M. Lines will run daily, All others, Sundays excepted.

BELVIDERE DELAWARE RAILROAD LINES. FROM KENSINGTON DEPOT.

At 7:30 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc.

At 7:30 A. M. and 2:30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lamerry M. Elmirator, etc. The 2:30 P.

pertville, Flemington, etc. The 3-30 P. M. Line connects direct with the train leaving Easton for Manch Chunk, Allentown, Bethlehem, etc. At 11 A. M. and 6 P. M. for Lambertville and inermediate stations.

AMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL-

PEMBERTON AND HIGHTSTOWN RAILS ROADS,
PHOM MARKET STREET PERRY (UPPER SIDE).
At 7 and 10 A. M., 1, 2-15, 5-25, 5, and 6-30 P. M. for Merchantville, Moorestown, Hartford, Masonville, Halnesport, Mount Holly, Smithville, Ewansville, Vincentown, Birmingham, and Pemberton. Vincentown, Birmingham, and Pemberton.
At 10 A. M., for Lewistown Wrightstown, Cookstown, New Egypt, and Hornerstown.
At 7 A. M., 1 and 3:30 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown.

1 10 WILLIAM H. GATZMER, Agent.

DENNSYLVANIA CENTRAL RAILROAD.

SUMMER TIME.

The trains of the Fennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Marter street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the Depot.

Depot.
Sleeping-car Tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut street, and at the Depot.
Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention. will receive attention.

will receive attention.

TRAINS LEAVE DEPOT, VIZ.:—

Mail Train 8:00 A. M.
Paoli Accommodatin, 10:30 A.M., 1:10 and 7:00 P. M.
Fast Line 11:50 A. M.
Eric Express 11:50 A. M.
Harrisburg Accommodation 2:50 P. M.
Lancaster Accommodation 4:00 P. M.
Parkesburg Train 5:80 P. M.
Cincinuati Express 8:00 P. M.
Eric Mail and Pittsburg Express 8:00 P. M.
Philadelphia Express, 12 night.
Eric Mail leaves dally, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 12 o'clock.

o'clock.
Philadelphia Express leaves daily. All other

trains daily, except Sunday.
The Westers Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered, by o P. M., at No. 116 Market street.

risburg Accommodation 940 P. Mor further information, apply to
JOHN F. VANLEER, JR., Ticket Agent,
No. 901 CHESNUT Street.
FRANCIS FUNK, Ticket Agent,
No. 110 MARKET Street.
SAMUEL H. WALLACE, Ticket Agent at the Depot

The Pennsylvania kaliroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.
FDWARO H. WILLIAMS,
4 29 General Superintendent, Altoona, Pa.

WEST CHESTER AND PHILADELPHIA
RAILROAD.—SUMMER ARRANGE.
MENT.—On and after MONDAY, April 12, 1809,
Trains will leave as follows:—
Leave Fbiladelphia from New Depot, THIRTYFIEST and CHESNUT Streets, 7.25 A. M., 9.39 A.
M., 230 P. M., 415 P. M., 435 P. M., 715 and 1130

P. M.
Leave West Chester from Depot, on East Market street, at 6:25 A. M., 7:25 A. M., 7:40 A. M., 19:10
A. M., 1:55 P. M., 4:50 P. M., and 6:45 P. M.
Leave Philadelphia for B. C. Junction and intermediate points at 12:30 P. M. and 5:45 P. M. Leave
B. C. Junction for Philadelphia at 5:30 A. M. and

B. C. Junction for Philadelphia at 5-30 A. M. and 1-45 P. M.
Train leaving West Chester at 7-40 A. M. will stop at B. C. Junction, Lenni, Glen Middle, and Media; leaving Philadelphia at 4-35 P. M. will stop at Media. Glen Riddle, Lenni, and B. C. Junction. Passencers to or from stations between West Chester and B. C. Junction going East will take train leaving West Chester at 7-25 A. M., and car will be attached to Express Train at B. C. Junction, and going West passencers for stations above Media will take train leaving Philadelphia at 4-35 P. M., and will change cars at B. C. Junction.

change cars at B. C. Junction.

The Depot in Philadelphia is reached directly by
the Cherrut and Walaut streets cars. Those of
the Market street line run within one square. The
cars of both lines connect with each train upon its

crival.

ON SUNDAYS.

Leave Philadelphia for West Chester at 8 00 A. Leave Philadelphia for B. C. Junction at 7-15 P. M.
Leave West Chester for Philadelphia at 7:45 A.
M. and 4:45 P. M.
Leave B. C. Junction for Philadelphia at 8:00
B. M.
WILLIAM C. WHEELER,
General Superintendent.

4 105 General Superintendent.

DHILADELPHIA AND ERIE RAILROAD.—
SUMMER TIME TABLE.—THROUGH AND
DIRECT ROUTE BETWEEN PHILADELPHIA.
BALTIMORE, HARRISBURG, WILLIAMS:
PORT, AND THE GREAT OIL REGION OF
PENNSYLVANIA.
Elegant Sleeping Cars on all Night Trains.
On and after MONDAY, April 23, 1868, the trains
on the Philadelphia and Eric Railroad will run as
follows:—
Westward.

on the Philadelphia and tollows:— Whetward Name of the Westward Name of the Williamsport Name of the N arrives at Eric 930 P. M.
ERIE EXPRESS toaves Philiadelphia 1150 A. M.
Williamsport 850 P. M.

ELMIRA MAIL leaves Philadelphia 8:00 A. M.
Williamsport 8:00 P. M.
Williamsport 8:00 P. M.
arrives at Logkhaven 7:45 P. M. MAIL TRAIN leaves Eric . 11:15 A. M. Williamsport 12:20 A. M. Baggage checked through.

Williamsport

12:20 A. M.

12:2

Baggage checked through.

ALFRED L. TYLER. General Superintendent, RAILROAD LINES.

READING RAILROAD, GREAT TRUNK LINE FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLEILL, SUSQUEHANNA, CUMBERLAND, AND WYOMING VALLEYS,

NORTH, NORTHWEST, AND THE CANADAS.
SUMMER ARRANGEMENT OF PASSENGER
TRAINS, JULY 12, 1869. Leaving the Company's Dapot at Thirteenth and Callowhill streets, Philadelphia, at the following

hours:-- MORNING ACCOMMODATION. At 7:30 A. M. for Reading, and all intermediate sta-tions, and Allentown. Returning, leaves Reading at 6:30 P. M.; arrives in Philadelphia at 9:15 P. M. MORNING EXPRIESS.

At 8:15 A. M. for Reading, Lebanou, Harrisburg,
Peterbaville, Pinegrove, Tamaqua, Sanbury, Williamsport, Elmira, Rochester, Niagara Falis, Buffalo,
Wilkesbarre, Pittston, York, Carlisle, Chambersburg,

Whicesbarre, Pittston, York, Carnisle, Chambersburg, Hagerstown, etc.

The 7-30 A. M. train connects at READIN3 with East Pennsylvania Railroad trains for Alientown, etc., and the 8-35 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; and PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Emitra, etc.; at HAR-RISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS.

Leaves Philadelphia at 3-30 P. M. for Reading,
Potisville, Harrisburg, etc., commenting with Reading and Columbia Railroad traffic for Columbia, etc.

ing and Columbia Railroad trains for Columbia, etc.

POTTSTOWN ACCOM MODATION.

Leaves Pottstown at 6:25 A. M., stopping at intermediate stations; arrives in Pistisliphia at 8:40 A.

M. Returning, leaves Philadelphia at 4:30 P. M.; arrives in Pottstown at 6:40 P. M.

READING ACCOMMODATION.

Leaves Reading at 7:20 A. M., stopping at all way stations; arrives in Philadelphia at 10:15 A. M.

Returning, leaves Philadelphia at 5:15 P. M.; arrives in Reading at 8 P. M., and connects with the market train for Pottsville.

Trains for Philadelphia leave Harrisburg at 8:10 A.

M., and Pottsville at 9 A. M., marking in Philadelphia at 1 P. M. Afterneon trains leave Harrisburg at 2 P. M., and Pottsville at 2 A. M., arriving at Philadelphia at 6:45 P. M.

Harrisburg Accommodation leaves Reading at 7:15 A. M., and Harrisburg at 4:10 P. M. Connecting at Reading with Afterneon Accommodation south at 6:30 P. M., arriving in Philadelphia at 2:15 P. M.

P. M.

Market train, with a passenger on attached, leaves
Philadelphia at 1245, noon, for Pactsville and all way
stations; leaves Pottsville at 549 A. M. connecting
at Reading with accommodation train for Philadelphia and all way stations.

All the above trains run dalle, Sundays excepted.

Sunday trains leave Pottsv. lead 5 A. M., and
Philadelphia at 3-15 P. M. Leave Philadelphia for
Reading at S A. M.; returning from Reading at

CHESTER VALLEY KAILKOAD.

CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7:30 A. M., 1245, and 4:30 P. M. trains from Philadelphia, Returning from Downingtown at 6:10 A. M., 1:00 and 5:45 P. M.

PERKIOMEN RAILROAD.

Passengers for Skippack take 7:30 A. M., 4:30 and 5:45 P. M. trains for Philadelphia, returning from Skippack at 6:15 and 8:15 A. M. and 1:00 P. M. Stage lines for the various points in Perkiomen Valley connect with trains at Collegovide and Skippack.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leaves New York at 9 A. M. and 1:50 and 10:19 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williams, ott., Elmira, Baltis

Putsburg, Chicago, Williams, or., Elmira, Balti-more, etc. Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 350 and 550 A. M. and 1050 P. M., passing Reading at 544 and 731 A. M. and 1250 P. M., and arriving at New York at 11 A. M. and 1230 and 5 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.

change.
A Mail train for New York leaves Harrisburg at 810 A. M. and 205 P. M. Mail Train for Harrisburg leaves New York at 12 M.
SCHUYLKILL VALLEY RAILROAD.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 6:30 and 11:20 A. M., and 6:40 P. M., returning from Tamaqua at 8:35 A. M., and 2:15 and 4:15 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.

Trains leave Auburn at 6:25 A. M. for Pinegrove and Harrisburg, and at 12:10 noon for Pinegrove and Tremont, returning from Harrisburg at 6:20 P. M., and from Tremont at 6:45 A. M. and 7:40 P. M.

TICKETS. TICKETS.
Through first-class tickets and emigrant tickets to di the principal points in the North and West and

Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one day only, are sold by Morning Accommonation Market Train, Reading and Pottstown Accommodation Trains, at reduced rates.

Excursion Tickets to Philadelphia, good for one lay only, are sold at Reading and interp

tions by Reading and Pottstown Accommodation Trains, at reduced rates. The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nicolls, General Superintendent, Reading. COMMUTATION TICKETS.

COMMUTATION TICKETS.

At 25 per cent discount, between any points desired, for families and firms.

MILEAGE TICKETS.

Good for 2000 miles, between all points, at \$52-50 each, for families and firms.

SEASON TICKETS.

For three, six, nine, or twelve months, for holders only, to all points, at reduced rates.

CLERGYMEN

Residing on the line of the road will be furnished with cards entitling themselves and wives to tickets.

with cards entitling themselves and wives to tickets at half fare,

EXCURSION TICKETS From Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth and

Callowhill streets. FREIGHT.

Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad and Willow streets,

MAILS

Close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 2.15 P. M.

FREIGHT TRAINS

Leave Philadelphia daily at 4.25 A. M., 12.45 noon, 5 and 7.15 P. M., for Reading, Lebearon, Harrisburg, Pottsville, Port Cluton, and all points beyond.

BAGGAGE

Dungan's Express will collect baggage for all trains

Dungan's Express will collect baggage for all trains caving Philadelphia Depot, Orders can be left at No. 225 S. Fourth street, or at the Depot, Thirteenth

and Callowh li streets, NORTH PENNSYLVANIA RAHLROAD,—
FOR BETHLEHEM, DOYLESTOWN,
MAUCH CHUNK, EASTON, WILLIAMSPORT,
WHERESBARRE, MAHANOY CITY, MOUNT
CARMEL, PITTSTON, TUNKHANNOCK, AND

SCRANTON. SUMMER ARRANGUMENTS. Passenger Trains leave the Deput, corner of BFRKS and AMERICAN Streets, daily (Sundays excepted), as follows:—At 7.45 A.M. (Express) for Bethlenem, Allentown, Mauch Chunk, Hasteion, Williamsport, Wilkesbarre, Mahanoy City, littston, and Tunkbannocki.

At 1946 A. M. (Express) for Bethlelein, Easton, Atlentown, Mauch Chunk, Wilkenburre, Pittston, Scranton, and New Jersey Central and Morris and At 145 P. M. (Express) for Bethfehem, Easton, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and Hazleton, At 5 '00 P M. for Bethlehem, Easton, Allentown. and Mauch Chunk. For Doylestown at 8:45 A. N., 2:45 and 4:15 P. M. For Fort Washington at 6:45 and 10:45 A. M., and

11:30 P. M. For Abington at 1:15, 3:15, 5:20, and 8 P. M. For Landale at 6 20 P. M. Fifth and Sixth Streets, Second and Third Streets, and Union City Passenger Radiways run to the new Depot.

TRAINS ARRIVE IN PHILADELPHIA. From Bethlohem at 9:00 A. M., 2:10, 4:45, and 8:26 From Doylestown at 8:25 A. M., 4:55 and 7:05 P. M. From Lansdale at 7:30 A. M. From Fort Washington at 9:20, 10:35 A. M., and From Abington at 2:35, 4:35, 6:45, and 9:35 P. M.

ON SUNDAYS.

Philadelphia for Bethiehem at #35 A. M.,
Philadelphia for Doylestown at 2 P. M.
For Abington at 7 P. M.
Doylestown for Philadelphia at 6 20 A. M. Doylestown for Philadelphia at 4 P. M.
Bethlehem for Philadelphia at 4 P. M.
Ablagton for Philadelphia at 8 P. M.
Tickets sold and Baggage checked through at
Mann's North Pennsylvania Baggage Express
Omce, No. 105 S. FIFTH Street.
ELLIS CLARK, Agent.

THE ADAMS EXPRESS COMPANY, OFFICE Not 320 CHESNUT Street, forwards Parcels, Packages, Merchandise, Bank Notes, and Specie, either by its own lines or in connection with other Express Companies, to all the principal towns and cities in the United States. F. COLEMAN, Spraging products

AUCTION SALES.

BUNTING, DURBOROW & CO., AUCTION-EERS, Nos. 232 and 234 MARKET Street, corner of Bank street. Successors to John B. Myers & Co.

LARGE SALE OF BRITISH, FRENCH, GERMAN, AND DOMESTIC DRY GOODS,
On Thursday Morning.
August 12, at 10 o'clock, on four months' credit. 18654

LARGE SPECIAL AND PEREMPTORY SALE OF HOSIERY, GLOVES, AND STAY BINDINGS, The Importation of Mr. George O. Evans, On Friday Morning, Aug. 15, at 10 o'clock, on four months' credit. [87.5t] LARGE SALE OF CARPETINGS, OIL CLOTHS, ETC. ETC.

August 13, at 11 o'clock, on four months' credit, about 200 pieces ingrain, Venetian, list, hemp, cottage, and rag carpetings.

M. THOMAS & SONS, NOS. 139 AND 141

M. S. FOURTH STREET.

Sale at the Auction Rooms, Nos. 139 and 141 South

Fourth street.

SUPERIOR HOUSEHOLD FURNITURE, CARPETS,
MIRRORS, FIREPROOF SAFE, ETC.

On Thursday Morning.

Aug. 12, at 9 o'clock, at the suction rooms, by catalogue, an assortment of parlor, chamber, and daing from farmiture; French plate mirrors; office furniture; hockcases; extension tables; chima and glassware; two campionwood trunks; refrigerators; stoves; 600 lbs. white lead; carpets, matting, counters, etc.

Also, large fireproof, made by Oliver Evans.

Also, four fine oil paintings by De Vos. Smetz, and Boognett.

MARTIN BROTHERS, AUCTIONEERS,—
(Lately Salemies for M. Thomas & Sons.)
No. 529 CHESNUT Street, rear entrance from Minor.

Sale No. 528 Chesaut street.

HANDSOME WALNUT PARLOR, CHAMBER, AND DINING ROOM FURNITURE. LARGE FIME RIOCKLIPLATE MIRRORS, LARGE AND SUPERIOR FIREPROOF SAFES, FINE BRUSSELS CAR. PETS, COUNTERS, SHELVING, ETC.

On Wednesday Morning.

Angust II. at literals at the Auction Rooms, No. 528 Chesaut street, very excellent and desirable household furniture, etc.

LIPPINCOTT, SON & CO., AUCTIONEERS,

FIRST FALL SALE OF FOREIGN AND DOMESTIO DRY GOODS, NOTIONS, MILLINERY GOODS, Etc., will take place On Wednesday Morning, August II, at 18 o'clock, by catalogue, on four months credit.

C. D. MCCLEES & CO., AUCTIONEERS, SALE OF 1200 CASES BOOTS, SHORS, BROGANS,
ETC., ETC., ETC.
On Thursday Morning,
August 12, at 100 clock, including a large line of city-made

THOMAS BIRCH & SON, AUCTIONEERS
AND COMMISSION MERCHANTS, No. 1119
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By B. S.C.O.T.T. J.R.,
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HEADTICAL AND THEORETICAL
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FINGINES, BLACKSMITHS, and FOUNDERS, having
for many years been in successful operation, and been exclusively engaged in building and repairing Marine and
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Tanks, Propellers, etc., etc., respectfully offer their services to the public as being fully prepared to contract for
engines of all sizes, Marine, River, and Stationary; having
sats of patterns of different sizes, are prepared to execute
orders with quick despatch. Every description of patternmaking made at too shortest notice. High and Low-pressure Fine Tubular and Cylinder Hollers of the best Pennsylvania Charcol Iron. Forgings of all sizes and kinds,
Iron and Brass Castings of all descriptions. Roll Turning,
Screw Cutting, and all other work connected with the
above business.

Drawings and specifications for all work done at the
establishment free of charge, and work guaranteed.

The subscribers have manyle where done

brawings and specifications of the subscribers have ample wharf dock-room for sepairs of boats, where they can lie in perfect safety, and are provided with shears, blocks, falls, etc. etc., for raising heavy

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SOUTHWARK FOUNDRY, FIFTH AND
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MERRICK & SONS,
ENGINEERS AND MACHINISTS,
manufacture High and Low Pressure Steam Engines
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Boilers, Gasometers, Tanks, Iron Boats, etc.
Castings of all kinds, either Iron or Brass,
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Railroan Stations, etc. aliroad Stations, etc.
Retorts and Gas Machinery of the latest and most

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Every description of Plantation Machinery, also,
Sugar, Saw, and Grist Mills, Vacuum Pans, Oil
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1869 WALNUT BDS. AND PLANK. 1869 WALNUT BDS AND PLANK. WALNUT BOARDS. WALNUT PLANK.

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UYPRESS SHINGLES 1002 MAULE, BROTHER & CO., No. 2500 SOUTH Street.

PANEL PLANK, ALL THICKNESSES.—
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I COMMON BOARDS.
WHITE PINE FLOORING BOARDS.
YELLOW AND SAP PINE FLOORINGS, 1½ and
4½. SPRUCE JOIST, ALL SIZES.
PLASTICRING LATH A SPECIALTY.
Together with a general assortment of Building Lumber. Together with a general assortment of Building Lumber, for sale low for cash.

T. W. SMAITZ,
#25 cm FIFTEENTH and STILES Streets.

UMBERUNDER COVER, Walnut, White Pine, Yellow Pine, Spruce, Hemlock, hingles, etc., always on hand at low rates.

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BAG MANUFACTORY,
JOHN T. BAILEY,
N. E. corner of MARKET and WATER Streets,
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DEALER IN BAGS AND BAGGING
Of every description, for
Grain, Fleur, Sait, Super-Phosphate of Lime, BonsLarge and small GUNNY BAGS constantly on hand.
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COTTON SAIL DUCK AND CANVAS, of all numbers and brands. Tent, Awning, Trunk, and Wagon-cover Duck. Also, Paper Manufacturers Drier Felts, from thirty to aeventy-six inches wider Paulins, Belting, Sall Twine, etc.

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